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### LISTING OF THE CLAIMS

A complete listing of the claims is provided below. This listing of claims will replace all prior versions and listings of claims in the application.

1. (Currently amended) A system for loading and unloading loose cargo in a cargo hold, preferably of a plane, comprising:

transport means covering [[the]] an area of [[the]] a floor of the cargo hold for preferably intermittently conveying the loose cargo towards [[the]] an inner end of the cargo hold during loading, and away from it during unloading, with [[the]] a front end of said transport means reaching into [[the]] a range of [[the]] a cargo hold opening inside the fuselage, and

[[a]] an external conveyor organ connecting to the cargo hold opening on the outside of the plane for transporting the loose cargo between the level of [[the]] a tarmac and the cargo hold opening,

wherein between [[the]] a plane-side end of said external conveyor organ and the front end of said transport means in the cargo hold at least one intermediate conveyor means is arranged, whereby during loading, the loose cargo may initially be conveyed deeper into the fuselage in a direction transversal to the longitudinal axis of the plane, and subsequently be conveyed in the longitudinal direction of the plane and deposited on the front end of said transport means in the cargo hold, and whereby during unloading, loose cargo conveyed beyond the front end of said transport means into the plane of the cargo hold opening may be transported off transversely to the longitudinal axis of the plane through the cargo hold opening, wherein the loose cargo may be deposited on said transport means in the cargo hold during loading and transported away from said transport means during unloading, wherein said intermediate conveyor means comprises at least one first conveyor organ adapted to be modifiable in length in the conveying direction a conveyor belt, for receiving the loose cargo in the range of the cargo hold opening from the plane-side end of said external conveyor organ and conveying it on transversely to the longitudinal axis of the plane during loading wherein its end inside the fuselage is followed by a second conveyor organ, a conveyor belt, which receives the loose cargo from said first conveyor organ and conveys it in the longitudinal direction of the plane to the front end of said transport means present in the cargo hold, wherein said second conveyor organ of said intermediate